### Auto Industry Mini Session 2023: A better year than many had hoped

CHICAGO FED ECONOMIC OUTLOOK SYMPOSIUM

1 DECEMBER 2023 CHICAGO, ILLINOIS

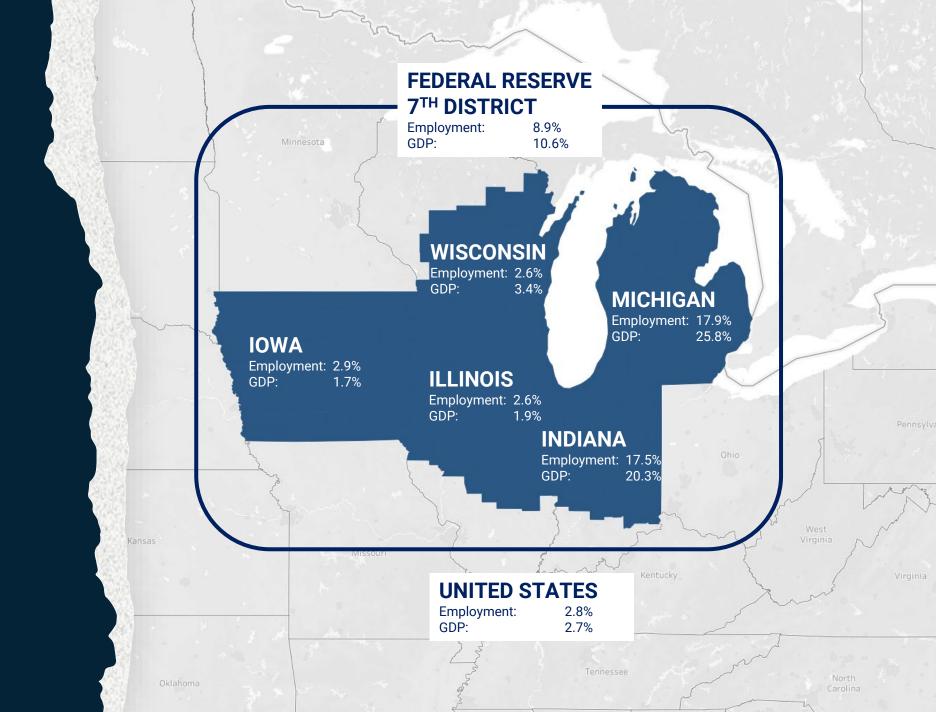
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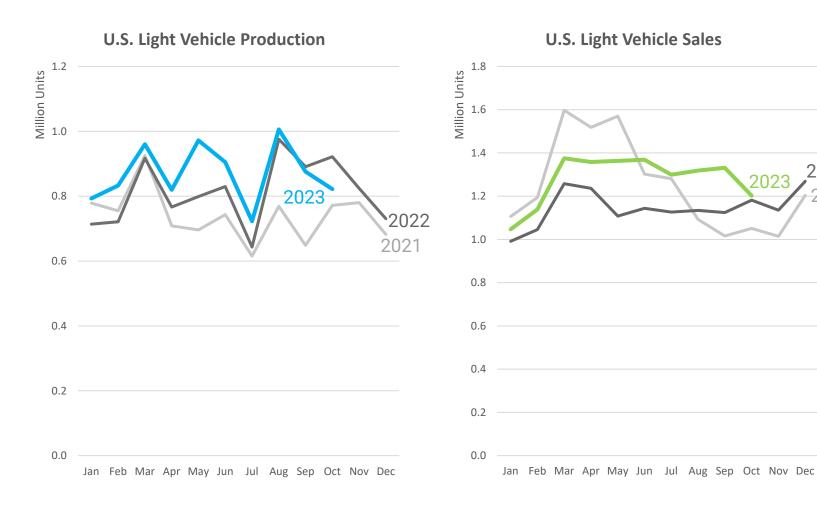
FEDERAL RESERVE BANK of CHICAGO

# Production, Sales, Prices, & Inventories The Electric Vehicle Market Economic Impact of the UAW strike

Everything about the auto industry—the good & the bad—is felt more strongly in the Chicago Fed's 7<sup>th</sup> District due to industry agglomeration



Production, Sales, Prices, & Inventories





2022

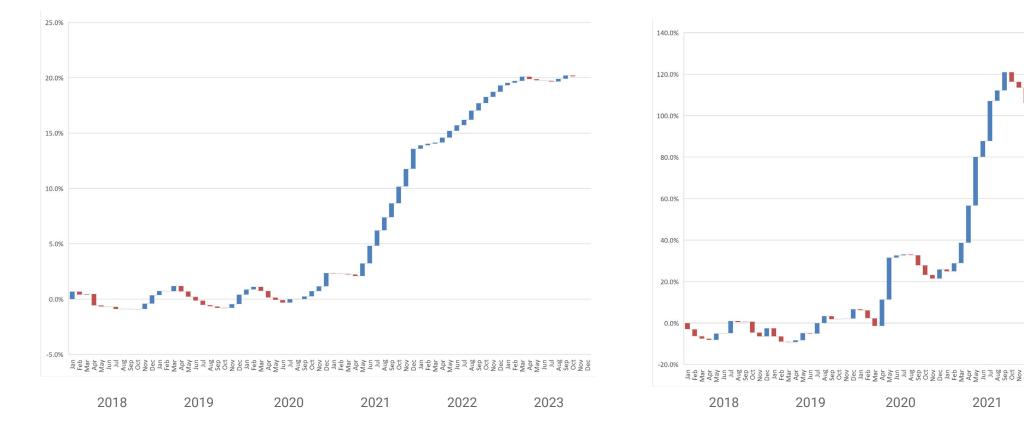
2021

2023

### U.S. Light Vehicle **Production & Sales** 2019-2023YTD

#### Source: Wards Informa

### % Change in Real New Light Vehicle Prices



#### % Change in New Light Vehicle Inventory

Source: Federal Reserve, Wards Informa, and U.S. Department of Labor, Bureau of Labor Statistics, CPI-U New Vehicles & Used Car & Trucks

#### FEDERAL RESERVE BANK of CHICAGO

2022

Nov Jan Jan Jul Jul Sep Sep Dec

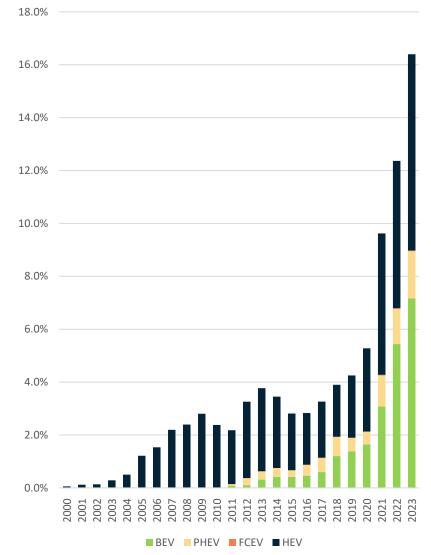
2023

### **The Electric Vehicle Market**

### The EV Market

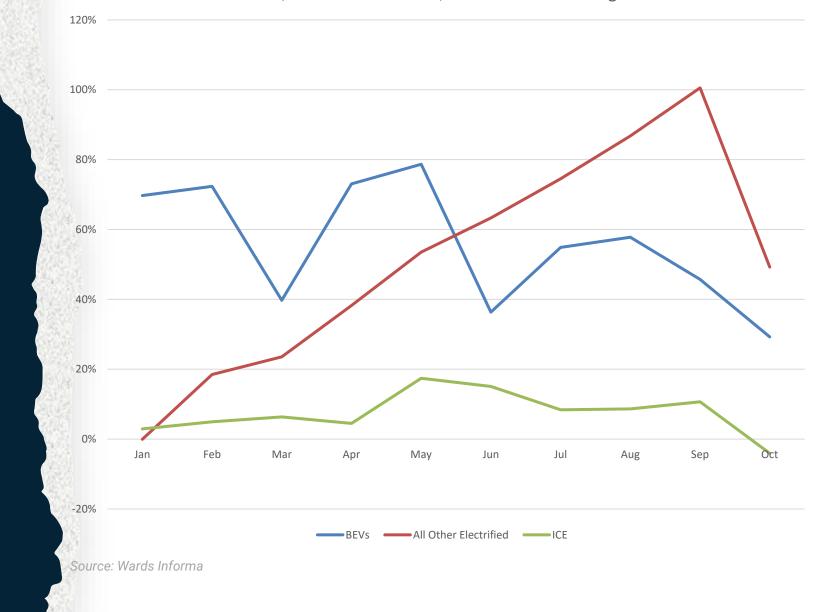
- Market share of plug-in vehicles (BEV, PHEV, & FCEV) has risen to 9% 2023 YTD vs. 5.3% in 2022 (+36% YoY growth)
- Hybrid market share has risen to 7.4% 2023 YTD vs. 5.6% in 2022 (+32% YoY growth)
- But...Ford, Tesla, Honda & GM all have announced slower growth in their BEV plans in Q2 & Q3 financial results

#### BEV, PHEV, FCEV, & HEV Share of U.S. Sales, 2000-2023 YTD



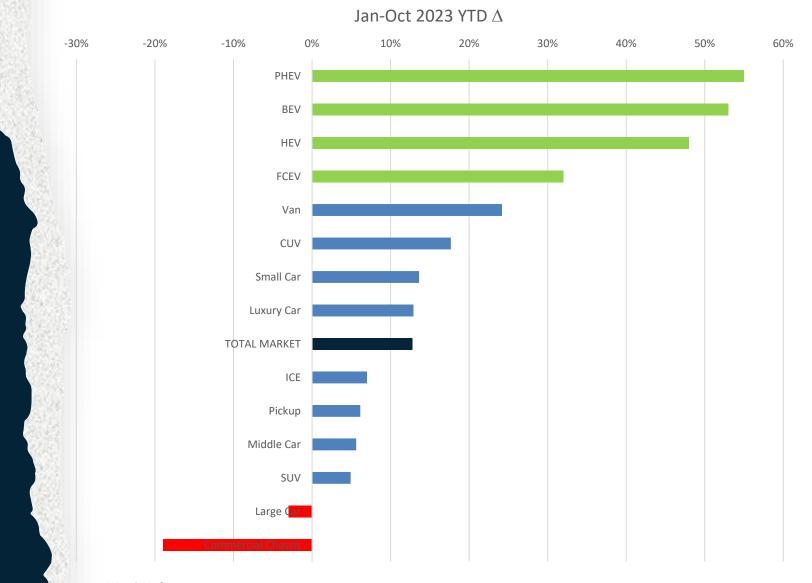
Source: Wards Informa

ICE sales growth turned negative in October, but BEVs & other electrified still growing 29% & 49% YoY pace



BEV, All Other Electrified, & ICE YOY Sales Change

### EVs are still the fastest growing segments in the U.S. market



Source: Wards Informa













**Economic Impact of the UAW Strike & Contracts** 

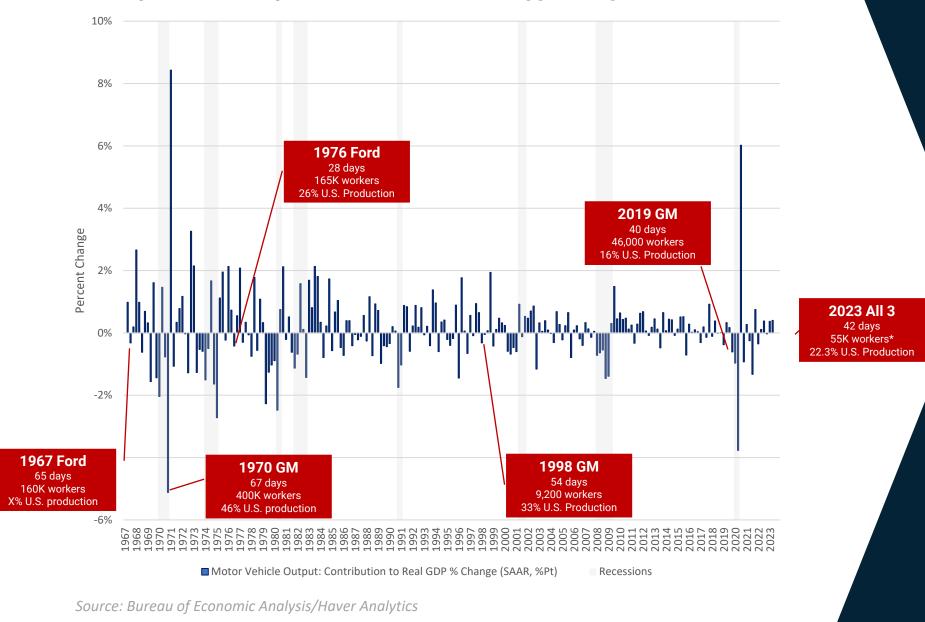
**NOV 2023** 

### The Main Issues

|                      |  | STELEANTIS   |
|----------------------|--|--|
| Wages                | 36-40%   | 25%<br>(27% compounded)  |
| Tiers                | <ul> <li>No tiers</li> <li>Temps made<br/>permanent after<br/>90-days</li> </ul> | <ul> <li>3-year grow-in</li> <li>Range of<br/>responses on tiers<br/>&amp; temps</li> </ul>          |
| Inflation Protection | COLA   | Restored   |
| Signing Bonus        | None requested   | \$5,000 for all  |
| Retirement           | Defined benefit<br>pension & retiree<br>health coverage for all                  | Additional 401(k)<br>contributions, pension<br>multiplier & 401(k) to<br>fund retiree health<br>care |
| EV Transition        | All battery workers at<br>"master agreement"<br>wages & benefits                 | All to some degree   |

Tora

g<u>m</u>



Production patterns after previous strikes do not suggest large effects

\* Includes 28K UAW strikers at Ford, GM, & Stellantis plus 2K UAW members at the three companies idled as a result of the strike.

Motor Vehicle Output—Contribution to Real GDP Percent Change, Seasonally Adjusted Annual Rate, 1967-2023

Plus notable UAW strikes

### Supplier impact

- Accounting liquidity
- Workforce
- Factoring
- <u>Federal supports</u>



## What We Still Don't Know:



- Strength of the production recovery sharp "V" or more of an open "L"
- The impact of higher labor costs
  - Outsourcing/offshoring
  - Automation
  - Flow-through to other automakers, suppliers, & sectors
- Success of UAW organizing in the sector
- Longer-term consequences for future footprint, investment, & negotiations



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